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HONORS KUROKI

Japanese Warrior Given an Ovation in Washington.

OTHER WASHINGTON ITEMS

Inland Water Transportation Being Taken Up Vigorously—Bill To Limit the Cost of Gas in Washington—Pill Rollers' Congress.

WASHINGTON, May 18.—Beyond the absence of military and civic parades, it is doubtful if a conquering hero was ever accorded a more rousing and cordial reception than that with which the doughty Japanese hero, General Baron Kuroki, was welcomed at the national capitol the other day. The streets were thronged with the curious who were anxious to catch a glimpse of the distinguished general and his staff, and hundreds gathered about the entrance to the New Willard, where was held the reception tendered General Kuroki by Secretary Taft. The city has been more or less thronged with uniformed foreign officers ever since the opening of the Jamestown Exposition, but on the arrival of the Japanese representatives at the big fair, the city took on a cosmopolitan appearance, officers and representatives of so many different nations being attracted here as a result. After being received by President Roosevelt and, dined and feted by Secretary of War Taft, the visitors scattered in groups of two's and three's to take in the points of interest in the nation's capitol. In the case of the officers of higher rank, staff officers from the War Department piloted their guests around, but some of the officers of lower rank started out for themselves.

Two of these officers after wandering along Pennsylvania Avenue from the Treasury to the Capitol, found their way into the famous Harvey's restaurant, known to epicures as the best place in the world for seafoods. Having no doubt heard of the tooth-someness of the Chesapeake Bay oyster, they took seats at a table and gave their orders for steamed oysters. On being served they found among the bivalves several baby crabs, about the size of a dime, which had found their way into the shells of the oysters during their life and which are considered dainties by those who know. Calling the waiter, the spokesman protested vigorously with the best English at his command against being served with filthy food, or as he expressed it, oysters instead with "bugs and vermin." As the entrance of the Orientals had attracted no little attention, and as, in his excitement, the indignant Oriental spoke very loudly, the diners at adjacent tables were let in on the joke, which they enjoyed immensely. The ancient, negro waiter was somewhat nonplussed for an explanation, but matters were soon set right by the proprietor, who explained the presence of the tiny crustaceans and assured his patrons that they were "something very fine!" Thus assured, they gingerly nibbled at the crabs and on paying their bill pronounced them exceedingly palatable.

Is the United States to be outdone in the matter of water transportation, now that it has taken up vigorously the question of improving the inland streams and its great harbors so as to admit of the quickened flow of its ever-increasing commerce? This is a question which improved water-way enthusiasts are asking themselves, having reference to the recently-issued consular reports on experiments, which for a number of years have been under way in England, Germany and France, to determine the feasibility of the "electric" canal and its possibilities in the way of reducing the costs of freight carriage on inland canals. The report states that the total cost of electrical haulage per ton-mile on the canal at Douai, France, is somewhat less than one-tenth of one cent, with a traffic of 3,500,000 tons per annum. One-third of this cost is for the actual

energy used for barges, while the remainder goes for upkeep charges on the plant, including labor, repairs, etc. These figures offer the strongest kind of an argument in support of the contention of the National Rivers and Harbors Congress, that water transportation is infinitely cheaper than that by rail. This organization began five years ago to urge upon Congress and the public the imperative necessity for immediately undertaking a steady and scientific improvement of the great rivers and harbors of the United States. If this country is not to be outstripped by its European competitors in the commercial and trade supremacy, so wide-spread has been the results of its crusade that the Fifty-ninth Congress appropriated a record-breaking sum for work of this character, while President Roosevelt appointed a commission to supervise the enormous task involved. However, the National Rivers and Harbors Congress insists that the amount appropriated by the last Congress practically will be wasted unless future Congresses can be impressed with the vital importance to the country of continued and regular appropriations. To the end that it may be successful, this national organization, which is non-partisan and non-political and which already numbers on its rolls the nation's most prominent men, is seeking to increase its membership during the coming summer. Its secretary, Captain J. F. Ellison, of Cincinnati, has sent broadcast an invitation to all persons interested in reduced freight rates to join his organization and swell its slogan—"500,000,000 a year for at least ten years."

If Washington follows the novel suggestion of James K. Hall, postmaster of Wheeling, W. Va., it will not have to fight the local gas company through the medium of Congressional legislation, but will be able to attain lower gas bills by a flank attack on the corporation, which thus far has been so well represented in Congress, or at least on the District Committee, as to make ineffectual all efforts to get through a bill limiting the cost of that aeriform fluid upon which Washington is dependent for light and heat. In Mr. Hall's country they burn natural gas altogether for light and heating, cooking and illuminating, and he protests the feasibility of running a pipe line down to the capital from the gas fields of Pennsylvania or New Jersey. The suffering residents received the suggestion with acclamation, until it dawned upon them that it would take a trust with the capital and ability of the Standard Oil "octopus" to carry the thing through successfully, and then they would be no better off than before, for the new company would charge just as much, if not more than the present one.

A Michigan man this week received a well-deserved promotion, after nearly a quarter of a century of faithful service in the employ of Uncle Sam. It must not be understood that he waited that long before being promoted, for such is not the case. He is Edward B. Moore, of Grand Rapids, designated by President Roosevelt to succeed Frederick I. Allen, as Commissioner of Patents. Mr. Moore entered the patent office as a clerk at \$200 in 1883, being promoted to the position of fourth assistant examiner, a year later. From that position he rose steadily, until he was made principal examiner in the office in 1899. Later in the same year he was appointed assistant commissioner of patents by President McKinley, and represented this country at the Paris Exposition in 1900. Mr. Moore is well liked in the Patent Office and has a wide circle of friends who are rejoicing with him in this latest acknowledgment of efficient service.

The Congress of American Physicians and Surgeons has been holding its seventh triennial session in Washington this week. Its constituent societies have a membership of about 1800, or only about one and one-half per cent of the total number of physicians and surgeons in the country. But this surprisingly limited membership is due to the fact that it requires rather more than an air of exceeding wisdom and a diploma from a medical college to gain admission to a select

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TELEPHONE FACTS

New York the Greatest Telephone City in World.

TWICE AS MANY AS LONDON

Over a Quarter of a Million in the City—Spanish Residents of Metropolis Celebrate Birth of Prince—Yale Sociologists Study the East Side.

NEW YORK, May 18.—New York, as the banner telephone city of the world, having in the neighborhood of 275,000 telephones, more than twice the number of any other city not excluding London, is naturally interested in figures showing the immense growth of this characteristically American utility. A careful estimate has lately been reached by a statistician demonstrating that on January 1, 1907, there were about 7,393,000 telephones, or telephone stations, to use the technical term in use in the various countries of the globe. Although no large development of telephonic facilities has taken place outside of a few highly civilized countries, the New Yorker can scarcely go to the most secluded and unprogressive country without discovering at least a few of the familiar instruments which at home enable him to talk to any part of the United States. This country is now, as it has been from the first, the leading telephone country, just as New York is the principal telephone city. In the United States at the beginning of the present year were 5,963,800 telephones, or 63.5 per cent of all in existence. Of these 2,068,500 are part of the Bell system. Canada has about 120,000. In Europe, according to the best available information, there are in the neighborhood of 2,000,000 stations or 27.1 per cent of the whole number. The only European countries whose figures for January 1, 1907, have yet been made available are Germany and Great Britain which have respectively 678,555 and 481,010 telephones. In the rest of the world, including the continents of Asia, Africa, Australia, and South America, there are not to be found more than 200,000, or about two-thirds as many as enable the metropolis of America to conduct its business expeditiously and without friction.

Not since the days which immediately preceded the unpleasantness of '98 has there been such excitement in Spanish Manhattan as prevailed last Friday. It was the day of days. Henceforth let no man denigrate it unthinkingly, for had not the fates chosen it to be the birthday of an heir to the throne of Aragon and Castile. At the Hotel Muro, at the Hotel America, at the famous little resort on Water Street, near Old Slip, where revolutions without number have been planned, in all the dingy little cafes along the East Waterfront wine flowed unceasingly in honor of the auspicious event. The hum of excited conversation was incessant, punctuated at brief intervals by the musical clink of glasses against grass in response to frequent toasts to the "new king." Dignified merchants whose eyes chanced to fall upon the first editions of afternoon papers announcing the happy fact, straightway forgot that the West Indian malls close at an early hour on Saturday, and hurried forth to spread the news and share in the rejoicing. The lobby of the Hotel America when the news first arrived resembled nothing else so much as a corner of the Stock Exchange in a bull market as the excited dons chattered and gesticulated. Even Sebastian, the genial proprietor of the little "bodega" on Pearl Street recognized that fact, and gave away five-cent cigars to his countrymen as he imparted the glad tidings.

Sixty young men who hope to be sociologists when they grow up, have returned to the sylvan shades of New Haven after a night and a day of strenuous observation on the Bowery, with fifty-nine notebooks filled with memoranda on the curious habits and

BIG REMOVAL SALE!

Forced to Leave my Present Quarters, I Will Sell all Clothing, Rubber Boots, Men's Furhishings and Oil Clothing

At Lowest Bottom Prices!

25 Per Cent Off on Men's and Boys' Suits

\$4 Underwear for \$3.40	\$5 Sweater for \$3.50
\$3 Underwear \$2.25	\$4 " \$3
\$2.50 Underwear \$2.00	\$3 " \$2.40
\$1 Underwear .80	Apron Overalls, 65c
25c Cashmere Sox	20c, three pair for 50c
50c Working Shirts	for 40 cents.

This is Your Chance To Buy Goods Cheap

The Workingman's Store

Is going to move, June 1st, to first door west of Ross, Higgins & Co., on Bond street.

Chas. Larson, Prop.

557 Commercial St.

The Chas. F. Beebe Company

Will open up in the Flaval Brick (as soon as the Stock arrives) on or before June 1st, with a Complete Stock of

Ship Chandlery, Marine Hardware, Cannery and Fishermen's Supplies

(Wholesale and Retail)

Save Your orders for us and Save Money

F. J. Carney, Manager

Paint! Paint! Paint!

This is Painting Time

We carry Everything in the Paint line and none but the best. Even rich men cannot afford to buy poor paint

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